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To Whom It May Concern:

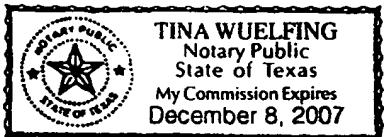
This is to certify that a professional translator on our staff who is skilled in the German language translated the enclosed Correspondence regarding PCT/EP03/05672 from German into English.

We certify that the attached English translation conforms essentially to the original German language.

Kim Vitray

Kim Vitray
Operations Manager

Subscribed and sworn to before me this 12th day of November, 2004.



Tina Wuelfing
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Notary Public

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[letterhead of Eisenführ, Speiser & Partners]

IN ADVANCE BY FAX

European Patent Office
80298 Munich

Bremen, August 5, 2004
Our reference: WA 2826-03 WO KGG/dw/esa
Direct dial: 0421/36 35 16
Applicant/Assignee: Aloys Wobben
Office File No.: PCT/EP03/05672

In response to the Office Action of July 5, 2004:

Revised Claims 1, 6 and 9 are being submitted. The characteristics added to revised Claims 1 and 6 can be derived directly from the description, but also from subordinate Claim 4, as well as, e.g., page 3, fourth paragraph of the description. The characteristics added to Claim 9 can be derived from the previous Claim 14.

There should be no doubt regarding the disclosure of revised Claims 1, 6 and 9.

There will not be an adaptation of the subordinate claims until the regional/national phase, for reasons of cost.

There also should be no doubt as to the novelty of the newly submitted claims, since there is no single document which discloses the characteristics of Claims 1, 6 and 9.

Claims 1 and 6 fulfill the requisites of inventive activity.

It is pointed out that the labeling of the ascertained state of the art in the office action (see: Supplemental Sheet "Regarding Point V") is not unambiguous, since the label D1 was applied twice.

It will be assumed that the following labeling is correct:

D1: EP-A 0 575 864

D2: GB-A 2 353 151

D3: FR-A 2 716 228

D4: US-A 5,272,431

With regard to the original Claim 4, document D3 (FR-A 2 716 228) is indeed mentioned in the examination report, but the examiner must admit that this document has nothing to do with the object of the original Claim 4; after all, document D3 does not teach the exchange of a first energy accumulator for a second one; instead, the document merely teaches that a vehicle with a

battery can be charged. To this end, the energy accumulator is not exchanged, but rather the vehicle is connected to the power supply by way of a rail system, and consequently it would be almost quixotic to assume that the characteristics of the original Claim 4 could theoretically be taken from document D3 or that there could be even the slightest hint of the characteristics of original Claim 4 in document D3.

In this party's view it is also far-fetched to consider a combination of documents D1 (EP-A 0 575 864) and D3 (FR-A 2 716 228) at all, because the two documents [each] contain a completely different technical conception, which cannot be combined at all. In view of the problem posed, therefore, the person skilled in the art would not have given consideration to a combination of D1 and D3 in terms of theory.

The inventive activity of the object of Claim 9 is also established, since it is not known from any of the cited documents that the vehicle stopping position (for exchanging and reloading the battery) is situated on a transport device that moves the vehicle past various work positions; thus, the entire object of Claim 9 cannot be obvious from the combination of any of the cited documents.

[signature]

(Mark Andres)

Association No. 15

Attachments

Revised Claims 1, 6 and 9

Bremen, August 5, 2004
Our reference: WA 2826-03 WO KGG/dw
Direct dial: 0421/36 35 16
Applicant/Assignee: Aloys Wobben
Office File No.: PCT/EP03/05672

Revised Claims

1. Method for supplementing and calculating energy consumed by a vehicle comprising a receiving area for a first energy accumulator, characterized in that
 - a) first energy accumulator (20) is removed from vehicle (35),
 - b) a second energy accumulator (20) with a preset level is introduced into vehicle (35),
 - c) the difference in the amount of energy between the first and the second accumulator (20) is determined, and
 - d) a value indicating the difference is transmitted to the data acquisition device,
 - e) after exchange of energy accumulator (20), withdrawal of energy from the second energy accumulator (20) is prevented and/or a drive-away inhibition (22) prevents vehicle (35) from being driven away, and
 - f) energy withdrawal and/or drive-away inhibition (22) is released via a signal
6. Electric vehicle for operation with an energy accumulator (20), consisting in particular of one or more batteries or capacitors, characterized by an unambiguous label (17) and/or standardized terminals (14, 15) and/or a standardized shape (12), accumulator (20) being accessible on at least one vehicle side and/or from the vehicle bottom, and in that the label indicates the vehicle type and/or the position of energy accumulator (20), and in that accumulator (20) is exchangeable with another accumulator and withdrawal of energy can be released by a signal.
9. Unit for performing the method according to one of Claims 1-5 for supplementing the energy supply, with an access lane and at least one stopping position for a vehicle according to one of Claims 6-8, characterized by at least one device for transporting first energy accumulator (20) away from and supplying filled second energy accumulator (20) to the stopping position, and in that the vehicle stopping position is located on a transport device that transports vehicle (35) past various work positions.

Eisenführ, Speiser & Partner

Bremen, 5. August 2004

Unser Zeichen: WA 2826-03WO KGG/dw
Durchwahl: 0421/36 35 16

Anmelder/inhaber: WOBBEN, Aloys
Amtsaktenzeichen: PCT/EP03/05672

Neue Ansprüche 1, 6 und 9

1. Verfahren zum Ergänzen und Erfassen verbrauchter Energie bei einem Fahrzeug, welches eine Aufnahme für einen ersten Energiespeicher aufweist, dadurch gekennzeichnet, dass
 - a) der erste Energiespeicher (20) aus dem Fahrzeug (35) entnommen wird,
 - b) ein zweiter Energiespeicher (20) mit einem vorgebbaren Füllstand in das Fahrzeug (35) eingesetzt wird,
 - c) die Differenz der Energiemenge zwischen dem ersten und zweiten Speicher (20) ermittelt wird, und
 - d) ein die Differenz anzeigennder Wert zu einer Datenerfassungseinrichtung übertragen wird
 - e) nach dem Austausch des Energiespeichers (20) eine Energieentnahme aus dem zweiten Speicher (20) verhindert wird und/oder eine Wegfahrsperrre (22) ein Wegfahren des Fahrzeugs (35) verhindert, und
 - f) durch ein Signal die Energieentnahme und/oder die Wegfahrsperrre (22) freigegeben wird.
6. Elektrofahrzeug zum Betrieb mit einem Energiespeicher (20), insbesondere aus einem oder mehreren Akkumulatoren oder Kondensatoren,

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gekennzeichnet durch eine eindeutige Kennzeichnung (17) und/oder standardisierte Anschlüsse (14, 15) und/oder standardisierte Formgebung (12), wobei der Speicher (20) wenigstens an einer Fahrzeugseite und/oder von der Fahrzeugunterseite zugänglich ist, und dass die Kennzeichnung den Fahrzeugtyp und/oder die Lage des Energiespeichers (20) angibt, und dass der Speicher (20) durch einen anderen Speicher austauschbar ist und die Energieentnahme durch ein Signal freigebbar ist.

9. Einrichtung zur Durchführung des Verfahrens nach einem der Ansprüche 1 bis 5 zum Ergänzen des Energievorrats, mit einer Zuwegung und wenigstens einer Abstellposition für ein Fahrzeug nach einem der Ansprüche 6 bis 8, gekennzeichnet durch wenigstens eine Vorrichtung zum Abtransport des ersten Energiespeichers (20) und zur Zuführung des aufgefüllten zweiten Energiespeichers (20) von bzw. zu der Abstellposition, und dass die Fahrzeug-Abstellposition sich auf einer Transportvorrichtung befindet, die das Fahrzeug (35) entlang verschiedener Arbeitspositionen transportiert.